

## IFR Renter FRAT

|       |  |            |  |          |  |
|-------|--|------------|--|----------|--|
| Date: |  | Aircraft N |  | PIC Name |  |
|-------|--|------------|--|----------|--|

1. Determine Total Risk for Human Factors, then for each segment of planned profile (local or XC)
2. If 13-14 for a segment, exercise caution
3. If 14 or more for a segment, re-plan or do not fly

| Human Factors<br>(all flights) |                      | Low (0)   | Med (1)           | High (3)           | Risk |
|--------------------------------|----------------------|-----------|-------------------|--------------------|------|
|                                | Hours awake          | < 9 hrs   | 9-12 hrs          | 12-16 hrs          |      |
|                                | Time of Day          | Day       | Dusk or Dawn      | Night              |      |
|                                | Temperature (F)      | 55°-75°   | 30°-54° / 76°-89° | 10°-29° / > 90°    |      |
|                                | Last Approach        | < 30 days | 30 - 60 days      | 60+ days           |      |
|                                | PIC in aircraft type | > 50 hrs  | 25 - 50 hrs       | < 25 hrs           |      |
|                                | Safety pilot?        | Yes - IFR | Yes - VFR         | None               |      |
|                                |                      |           |                   | <b>Total Risk:</b> |      |

Total Risk

0-12: Okay

13-14: Caution

14+: No-go

| KOJC / KIXD |                 | Low (0)   | Med (1)              | High (3)           | Risk |
|-------------|-----------------|-----------|----------------------|--------------------|------|
|             | Ceiling (AGL)   | > 1000 ft | mins +100 to 1000 ft | mins + 100 ft      |      |
|             | Visibility (SM) | > 3       | mins +1 to 3         | mins + 1           |      |
|             | Best Approach   | Precision | Non-Precision        | Circling           |      |
|             | Total Wind      | 0-10 kts  | 11-20 kts            | 21-35 kts          |      |
|             | Gust Increment  | 0-5 kts   | 6-8 kts              | 9-10 kts           |      |
|             | Crosswind       | 0-10 kts  | 11-15 kts            | 16-POH Limit       |      |
|             |                 |           |                      | <b>Total Risk:</b> |      |

Total Risk

0-12: Okay

13-14: Caution

14+: No-go

| COMPLETE IF GOING BEYOND KOJC/KIXD | ENROUTE     | Enroute Airports  | VFR       | MVFR                 | IFR                |  |
|------------------------------------|-------------|-------------------|-----------|----------------------|--------------------|--|
|                                    |             | Cruising-level    | CLR       | FEW-SCT              | BKN-OVC            |  |
|                                    |             | Turbulence        | None      | Light                | Moderate           |  |
|                                    |             | Convective        | None      | Scattered            | Isolated           |  |
|                                    |             | Time enroute      | < 60 min  | 60-120 min           | > 120 min          |  |
|                                    |             | Fuel at Alternate | > 90 min  | 60-90 min            | 45-60 min          |  |
|                                    |             |                   |           |                      | <b>Total Risk:</b> |  |
|                                    | DESTINATION | Ceiling (AGL)     | > 1000 ft | mins +100 to 1000 ft | mins + 100 ft      |  |
|                                    |             | Visibility (SM)   | > 3       | mins +1 to 3         | mins + 1           |  |
|                                    |             | Best Approach     | Precision | Non-Precision        | Circling           |  |
|                                    |             | Total Wind        | 0-10 kts  | 11-20 kts            | 21-35 kts          |  |
|                                    |             | Gust Increment    | 0-5 kts   | 6-8 kts              | 9-10 kts           |  |
|                                    |             | Crosswind         | 0-10 kts  | 11-15 kts            | 16-POH Limit       |  |
|                                    |             |                   |           |                      | <b>Total Risk:</b> |  |
|                                    | ALTERNATE   | Ceiling (AGL)     | > 1500 ft | 1000-1500 ft         | 600/800-1000 ft    |  |
|                                    |             | Visibility (SM)   | > 5       | 3 to 5               | 2 to 3             |  |
|                                    |             | Best Approach     | Precision | Non-Precision        | Circling           |  |
|                                    |             | Total Wind        | 0-10 kts  | 11-20 kts            | 21-35 kts          |  |
| Gust Increment                     |             | 0-5 kts           | 6-8 kts   | 9-10 kts             |                    |  |
| Crosswind                          |             | 0-10 kts          | 11-15 kts | 16-POH Limit         |                    |  |
|                                    |             |                   |           | <b>Total Risk:</b>   |                    |  |

Total Risk

0-12: Okay

13-14: Caution

14+: No-go

# IFR Renter FRAT

Destination:  Alternate:

PIC Initials:  I have checked all applicable NOTAMS, calculated W&B and will comply with the conditions set forth in the AAK Renter's Agreement, AAK Operations Manual and POH.

I elect to pay \$3.00/hr extra to waive the \$1,000 insurance deductible:  Yes/No  
(does not apply to Alpha Pilot Squadron members)

Number of Air Associates' headsets borrowed:

Cell Phone / Contact number:

Air Associates of Kansas: 913-764-4800

Passengers: 

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